

**Planning Committee:** 21 September 2005

**Item Number:** 14

**Application No:** W 05 / 1210

**Registration Date:** 15/07/05

**Town/Parish Council:** Warwick

**Expiry Date:** 09/09/05

**Case Officer:** Debbie Prince

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**51 Hill Street, Warwick, CV34 5NX**

Erection of a two storey block of 6 apartments. FOR Mr & Mrs Goodwin

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This application is being presented to Committee due to an objection from the Town Council having been received.

**SUMMARY OF REPRESENTATIONS**

**Warwick Town Council :** Object to the proposal on the grounds that it would represent overdevelopment of the site which would have an adverse impact on the immediate neighbourhood. The proposal would also generate significant parking requirements which would adversely effect the limited provisions in the vicinity of the property.

**Neighbours:** One letter has been received from a neighbour objecting to the proposal on the grounds of road and pedestrian safety, there is no need for this type of development and overdevelopment of the site.

One letter has been received from an adjoining neighbour in support of the current scheme.

One letter has been received from a neighbour asking for his comments regarding boundary treatment to be taken into consideration.

**RELEVANT POLICIES**

(DW) ENV3 - Development Principles (Warwick District Local Plan 1995)

(DW) H5 - Infilling within the Towns (Warwick District Local Plan 1995)

DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP2 - Amenity (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP8 - Parking (Warwick District Local Plan 1996 - 2011 First Deposit Version)

**PLANNING HISTORY**

Planning permission was granted in 1960 for the erection of the bungalow on the site and in 1994 (W931413) for the erection of the two adjacent dwellings.(No's 51a & 51b). Permission was granted for the erection of a 2 storey block of 4 flats on the 18th February 2003 (W030053).

## **KEY ISSUES**

### **The Site and its Location**

The application site is occupied by a large flat roof bungalow which is set back behind a front drive area. It has a large rear garden and is adjoined by residential properties to either side, with a car park to Humphries Street to the rear. The site is situated on a turn in Hill Street, adjacent to a turning area and a footpath which runs through to Beauchamp Road.

There are two semi-detached dwellings (51a and 51b) situated to the north of the property, sharing the egress to the application site from Hill Street, with a detached property (No 49), to the south which is situated at the end of a row of terraced properties. The car park and terrace of 5 two and three storey properties in Packwood Mews, to the west and north respectively, are set at a substantially higher level than those in Hill Street.

### **Details of the Development**

Planning permission was granted for a block of 4 flats on this site on the 18th February 2003. This permission has not been implemented.

The scheme has been revised to provide a two storey block of six, one bedroom apartments. The bulk and scale of the proposed building is very similar to that already permitted. There would be a communal entrance and staircase. The majority of the windows would face east and west towards the rear parking area and Hill Street. It is proposed to have small windows at ground floor and roof lights at first floor to the kitchen areas and bathrooms on the side elevations.

There would be a rear parking court for 7 vehicles and a communal bin store, with a small amenity garden to the rear of 49 Hill Street. Access to the parking area would be via a drive down the side of the property.

### **Assessment**

#### **Impact on the Character of the Locality**

The property proposed where it faces Hill Street would be two storey with a stepped front elevation and would give the appearance of a detached house. The building would be at a maximum 17.0 m in depth and 11.8 m in width (the approved building being 17.5m x 11.5m). The minimum ridge height would be 6.7m and maximum 7.7m (approved scheme maximum 7.2m). The roof is generally hipped helping to reduce the bulk and presence of the property. It is therefore of a height which respects the neighbouring properties.

The footprint and design and bulk of the new scheme is very similar to that already permitted and would not have any significant additional impact on neighbours.

The general street scene is made up of a mixture of properties, including terraces, semi-detached, detached and blocks of flats. It is considered that whilst the building may be larger than individual properties, it respects the character, overall bulk and scale of the surrounding terraced properties and terraced OAP bungalows, which make up the majority of the street. Its bulk and presence within the street scene are therefore considered acceptable.

The proposal would again be situated 9.5 m from the edge of the road, further back than No 49 helping to assimilate the properties at No 51a and 51b into the street scene and also designed to assimilate other recent developments such as Packwood Mews to the north. Furthermore, the removal of the large flat roofed bungalow which makes very little contribution to the appearance of the street, and in itself looks out of place, and its replacement with the proposal would in my opinion enhance the street scene and area.

### **Neighbours Amenity**

The current proposal complies with the Council's distance separation guidance and although there would be an additional two households accommodated within the building, I consider that there would be no significant additional impact on neighbours amenity than the permitted scheme.

The neighbour to the south (No 49) who supports the scheme has a number of side facing windows, which being in the northern elevation overlook the application site. All of these windows are secondary and to non-habitable rooms and due to their northerly direction do not receive direct sunlight. Whilst the proposal may further shelter these windows there is not considered to be a significant loss of light to this property. It is proposed to condition the obscure glazing of the small ground floor windows on the side elevations and due to the way the rest of the scheme has been designed, no other habitable rooms overlook adjoining properties.

### **Access and Parking**

It is proposed to access the rear parking area of the proposed flats via a driveway to the northern side of the building, running along the boundary with Packwood Mews and in front of 51a and 51b Hill Street. The drive which crosses the application site, currently shared with the two Hill Street properties would be altered to allow joint access to the properties and the proposed development. By the stepping back of the building, the current scheme provides improved access to 51a.

The rear area would now provide parking for seven cars and in line with current government guidance and consideration of the close proximity to bus links and important local facilities, there are no objections to the proposed

parking provision for the six apartments. It is also proposed to construct a sleeping policeman across the entrance and to replace part of the 2m boundary fence with a 1m wall where it abuts the public footpath. This would slow traffic entering/exiting the site and improve visibility along the footpath for both drivers and pedestrians and there are no objections on highway safety grounds to the current scheme.

### **REASON FOR RECOMMENDATION**

The proposal is considered to comply with the policies listed above.

### **RECOMMENDATION**

GRANT subject to the following conditions :

- 1 The development hereby permitted must be begun not later than the expiration of five years from the date of this permission. **REASON** : To comply with Section 91 of the Town and Country Planning Act 1990.
- 2 No development shall take place until details of all external facing materials have been submitted to and approved by the District Planning Authority. Development shall be carried out in accordance with the approved details. **REASON** : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 3 A landscaping scheme, incorporating existing trees and shrubs to be retained and new tree and shrub planting for the whole of those parts of the site not to be covered by buildings shall be submitted to and approved by the District Planning Authority before the development hereby permitted is commenced. Such approved scheme shall be completed, in all respects, not later than the first planting season following the completion of the development hereby permitted, and any trees removed, dying, being severely damaged or becoming seriously diseased within five years of planting, shall be replaced by trees of similar size and species to those originally required to be planted. Existing trees which are shown as being retained shall be dealt with in accordance with BS 5837:1991. In particular, before any materials are brought on the site or any demolition or development commenced, stout protective fencing should be erected to enclose the perimeter of the branch spread of each tree or shrub to be retained, together with the branch spread of any tree growing on adjoining land which overhangs the site. Such fencing shall be satisfactorily maintained until all development has been completed. **REASON** : To protect and enhance the amenities of the area, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 4 No development shall be carried out on the site which is the subject of this

permission, until satisfactory details of boundary treatment have been submitted to and approved by the District Planning Authority and the development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.

- 5 The car park hereby permitted shall be constructed, surfaced, laid out and available for use prior to the first occupation of the development hereby permitted, in accordance with details which have previously been approved by the District Planning Authority. **REASON** : To ensure that adequate parking facilities are available, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 6 The development hereby permitted shall not be brought into use unless there is available vehicular turning space within the site so that vehicles are able to enter and leave the public highway in a forward gear. Such area shall thereafter be kept available for that purpose. **REASON** : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 7 The development hereby permitted shall not be brought into use until the proposed means of access has been constructed in strict compliance with details approved in writing by the District Planning Authority. **REASON** : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 8 The ground floor windows in the southern and northern elevations of the property hereby permitted shall be obscure glazed and retained as such at all times thereafter. **REASON** : To protect the amenity of the occupiers of nearby properties.
- 9 The development hereby permitted shall be carried out strictly in accordance with the details shown on the approved drawing(s) 2006/III/2, 2006/III/3, and specification contained therein, submitted on 15th July 2005 unless first agreed otherwise in writing by the District Planning Authority. **REASON** : For the avoidance of doubt and to secure a satisfactory form of development in accordance with Local Plan Policy ENV3.

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